

Be it enacted by the Legislature of the State of Minnesota :

Section 1. **Ramsey county; legal holiday, meeting.** In any county in which the mayor of a city of the first class is ex-officio chairman of the board of county commissioners, any meeting of such board falling on a legal holiday shall be held on the next business day.

Approved April 6, 1949.

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CHAPTER 312—H. F. No. 1145

[Not Coded]

*An act appropriating money to Scott County to reimburse it for money spent in the pursuit, apprehension, return and prosecution of prisoners who have escaped from the women's reformatory at Shakopee.*

Be it enacted by the Legislature of the State of Minnesota :

Section 1. **Appropriation for Scott County, apprehension of women prisoners.** There is hereby appropriated, out of any money in the state treasury not otherwise appropriated, the sum of \$550.41 to Scott County to reimburse it for money necessarily disbursed in the pursuit, apprehension, return and prosecution of women prisoners who were committed by the district courts of the state to the reformatory for women at Shakopee, in Scott County, and who escaped from such reformatory.

Sec. 2. **Effective date.** This act shall take effect and be in force from and after its passage.

Approved April 6, 1949.

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CHAPTER 313—H. F. No. 1165

*An act relating to the construction and maintenance of trunk highways of a greater width of capacity than necessary to accommodate normal trunk highway traffic, and the powers*

*of the commissioner of highways and cities, villages, boroughs and towns in regard thereto; amending Minnesota Statutes 1945, Section 160.41; and repealing Minnesota Statutes 1945, Section 434.065.*

Be it enacted by the Legislature of the State of Minnesota :

Section 1. Minnesota Statutes 1945, Section 160.41, is amended to read as follows :

**160.41. Trunk highways in cities and villages; construction, maintenance.** *Subdivision 1.* The county board of any county, the council or other governing body of any city, village, or borough, or the town board of any town, as the case may be, may enter into an agreement with the commissioner of highways for the construction of a roadway or structure of greater width or capacity than would be necessary to accommodate the normal trunk highway traffic upon any trunk highway within its boundaries, and may appropriate from any funds available and pay into the trunk highway fund such sums of money as may be agreed upon. Nothing herein contained shall prevent any such city or village from constructing the portions of the street not included in the trunk highway system independent of any contract with the commissioner of highways; provided, such construction conform to such reasonable regulations as the commissioner of highways may prescribe as to grade and drainage.

*Subd. 2.* Where a trunk highway is located over or along a street in any city, village, or borough, which street is or may be improved to a width greater than the normal width of such trunk highway, the council or other governing body of such city, village, or borough, as the case may be, may enter into an agreement with the commissioner of highways for the maintenance of such additional width by the commissioner of highways and shall from time to time in accordance with such agreement appropriate and pay into the trunk highway fund such sums of money as may be agreed upon. Nothing herein contained shall be construed to prevent any such city or village maintaining such additional width at its own expense independent of any contract with the commissioner of highways.

*Subd. 3.* The commissioner of highways, for and on behalf of the state, is hereby authorized to enter into agreements to make settlement with municipalities for the construction,

improvement, and maintenance of trunk highways within the limits of such municipalities and such municipalities are hereby authorized to undertake and perform such work and to enter into agreements with the state for the performance and responsibility of such work upon such terms as may be agreed upon; and the commissioner of highways is authorized to make settlement with and pay to such municipalities for benefits which have accrued to any trunk highway by reason of the construction, improvement, and maintenance heretofore done, made or furnished by such municipalities within their limits.

*Subd. 4. Whenever the governing body of any city, village, or borough enters into an agreement with the commissioner of highways pursuant to subdivisions 1 or 2 for the construction or maintenance of a roadway or structure of greater width or capacity than would be necessary to accommodate the normal trunk highway traffic and a portion of the cost is to be assessed against benefited property, the letting of a public contract by the commissioner of highways for the work shall be deemed to comply with statutory or charter provisions requiring the city, village, or borough (1) to advertise for bids before awarding a contract for a public improvement, (2) to let the contract to the lowest responsible bidder, and (3) to require a performance bond to be filed by the contractor before undertaking the work. The contract so let by the commissioner of highways and the performance bond required of the contractor by the commissioner shall be considered to be the contract and bond of the city, village, or borough for purposes of complying with the requirements of any applicable law or charter provision, and the bond shall inure to the benefit of the city, village, or borough and operate for their protection to the same extent as though they were parties thereto.*

**Sec. 2. Repeal.** Minnesota Statutes 1945, Section 434.065, is repealed.

Approved April 6, 1949.

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CHAPTER 314—H. F. No. 1167

[Coded as Sections 429.30, 429.31]

*An act relating to state aid and county aid roads and the authority of counties, cities, villages and boroughs in regard thereto; repealing Laws 1949, Chapter 7.*